

Spar, Awning or  
Part Awning Dk.

## IRON OR STEEL STEAMER.

(Received at London Office)

State if Report is also sent on the Machinery of the Vessel *Yes*Date of completion of Report *3<sup>rd</sup> March 1893* Port of *Leith* *MON. 6 MAR 1893*No. *7077* Survey held at *Leith*Date, First Survey *11<sup>th</sup> May 1892*Last Survey *24<sup>th</sup> Feb. 1893*On the *Spar Decked Steel Screw Steamer "Norseman"*Rig *Schooner* *2 Masts*

TONNAGE under

Tonnage Deck...

Do. between Tonnage Dk.

and 3rd, 4th, Spar or

Awning Dk.

Total under Upper Dk. *1074.43*

Do. of Poop

Do. of Rats &amp; Gr.

Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecasts

Do. above Crown of

Engine Room

Gross Tonnage *1117.25*Less Crew Space *131.79*

Less above Crown of

Engine Room *30.62*TONNAGE FOR FEES... *954.77*Less Engine Room *530.81*Less Navigation Spaces *10.33*Register Tonnage *444.32*

as cut on Beam...

SPAR, AWNING OR PART-AWNING-DECKED VESSEL,

or a Vessel having a continuous Shade Deck.

CLASS *100 A1 Spar Decked*

FEET.

Half Breadth (moulded) *15.5*Depth from upper part of keel to top of Main Deck Beams *16.12*Girth of Half Midship Frame (as per Rule) *28.20*1st Number *59.82*Length *223.54*2nd Number *13372.16*Proportions—Breadths to Length *7.21*Depths to Length—Main Deck to top of Keel *13.8*Destined Voyage *London*Master *J. H. Lacey*Year of Appointment *1878*Built at *Leith*When built *1892* Launched *19<sup>th</sup> Nov. 1892*By whom built *Ramage & Ferguson (Ld.)*Owners *The Western & Brazilian Telegraph Comp. (Ld.)*

Managers

(Where necessary to be entered in Reg. Book.)

Residence *London*Port belonging to *London*If Surveyed while Building, Afloat, or in Dry Dock *Building Afloat*

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, top of Floors to Spar or Awn. Dk. Beams	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid
as per Rule	223	6 1/2	Moulded	31	0	Do. do. Main Deck Beams	28	5 1/2	Engines	287	2

Dimensions of Ship per Register, Length *223.54* breadth *31.2* depth *16.12* Spar or Awn. Dk. Moulded depth, ft. *15* ins. *5 1/2* To Main Dk. Round up of } *8* ins.

## FORGINGS AND CASTINGS

KEEL, Bar or Side Plates, depth and thickness

STEEL, moulding and thickness

STEEL-POST for Rudder do. do.

" " for Propeller

MAIN PIECE of Rudder, diameter at head

" " do. at heel

RUDDER, how constructed *Ordinary Hay, with coupling under counter*Can the Rudder be unshipped afloat? *Yes*

## FRAMING.

FRAME Angles, or Bars for 1/2 length amidships

Do. for 1/2 at each end

Do. in way of Double Bottoms

Distance of Frames from moulding edge to

moulding edge, all fore and aft

REVERSED FRAME Angles

FLOORS, depth and thickness of Floor Plate

" at mid-line for 1/2 length amidships

" in way of Engines and Boilers

" thickness at the ends of vessel

" depth at 1/2 the half-bdth. as per Rule

" height extended at the Bilge *as per approved M. Section*

FLOORS &amp; BRACKETS, in Cell Dble Bottoms

Distance apart

CENTRE GIRDER, in Double bottom, depth

and thickness

" Angles, Top *3 1/2 x 3 1/2 x 3/8* Bottom

SIDE GIRDERS, number and thickness

" Angles

MARGIN PLATE, depth (exclusive of flange)

and thickness

" Angles

INNER BOTTOM PLATING, breadth and

thickness of Middle Line Strake

" " thickness in Engine and Boiler space

" " Remainder in Holds

BEAMS, Spar or Awning Deck, Single Angle,

Bulb Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Main Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Lower Deck, Single Angle, Bulb

Angle, Plate or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Bridge Deck, Angle, Bulb Angle,

Plate, or Tee Bulb

" Angles on upper edge

" Average space

BEAMS, Forecastle Deck, Angle, Bulb Angle,

Plate or Tee Bulb

" Angles on upper edge

" Average space

PILLARS, in 'tween Decks, Size and Spacing

Hold

WEB FRAMES, in Fore Body, No. and spacing

br'dth and thickness

" No. of Side Stringers

WEB FRAMES, in After Body, No. and spacing

br'dth and thickness

" No. of Side Stringers

Size of Angles on Tee Bars to Web Frames

BRACKET PLATES to Stringers between

Web Frames, depth and thickness

## KEELSONS AND STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

" Rider Plate

" Bulb Plate to Intercoastal Keelson

" Horizontal Plates on Floors

" Angles

SIDE KEELSON, Angles

" Bulb or Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Bulb or Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

BILGE STRINGER Angles

" Bulb or Plate above floors, for length

" Intercoastal Plate, for length

" Attached to outside Plating with Angle

SIDE STRINGER Angles

" Bulb or Intercoastal Plate, for length

Spar, or Awning Deck Stringer Plates, on

ends of Beams, breadth and thickness

" Angle on ditto

" Tie Plates, fore and aft, outside Hatchways

" Diagonal Tie Plates on Bms, No. of pps

" Flat of Deck, \* Iron or Steel, for length

" " Wood \* Pine Material and thickness

" How fastened to Beams *Screw bolts & nuts*

Main Deck Stringer Plate, breadth &amp; thickness

" Angles on ditto, No. 2

" Tie Plates, outside Hatchways

" Diagonal Tie Plates on Bms, No. of pps

" Flat of Deck, \* Iron or Steel, for length

" " Wood \* Pine Material and thickness

" How fastened to Beams *Screw bolts & nuts*

Lower Deck Stringer Plates, breadth &amp; thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Hold, or Orlop Stringer Plate, br'dth &amp; thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Poop Deck Stringer Plate, breadth &amp; thickness

" Angles on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Bridge Deck Stringer Plate, br'dth &amp; thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

" How fastened to Beams

Forecastle Deck Stringer Plate, br'dth &amp; thickness

" Angle on ditto

" Tie Plates

" Flat of Deck, \* Material and thickness

## PLATING.

FLAT PLATE KEEL, breadth and thickness

" Dble or increased thickness &amp; len. appl.

PLATES in Garboard Strakes, breadth &amp; thickness

" from Garboard to lower part of Bilges

" State Thickness of Plating in way of Double Bottom

" Bilges, No. of Strakes and thickness

" Of doubling at Bilge, or increased thickness,

and length applied

" from up. part of Bilge to br'dth of Sh'rstrake

Main Sheerstrake, breadth and thickness

" Of doubling at Sh'rstrake &amp; len. appl.

" from Main to Spar Dk. or Awn. Dk. Sh'rstrake

Spar or Awn. Dk. Sh'rstrake, br'dth &amp; thickness

" Poop sides

" Bridge sides

" Forecastle sides

Lengths of Plating *7 frame spaces*



BULKHEADS. No. in Vessel 6 No. Req'd. by Rule 4

Ceiling betwixt Decks, thickness and material	W. T. BULKHEADS	Thickness	Angles	Spacing	Height up	Single or Double Frames
in hold do. do. 2 1/2" pine		5 1/16	Vrtcl. 3 1/2 x 3 x 7/16	30	1/2 to Spar Deck	Double
			Hrztl. 0°	48	2 to Main Deck	
Number of Breasthooks	4		Vrtcl.			
Crutches	4		Hrztl.			
		LONGITUDINAL	Vrtcl.			

Are the outside Plates doubled two spaces of Frames in length? Yes

The FRAMES extend in one length from keel to margin plate to & thence to spar deck. Riveted through Plates with 7/8 in. Rivets, about 6 1/2 apart

The REVERSED ANGLE on floors and frames extend from middle line to upper part of main deck stringer angle & spar deck stringer plate alternately.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES, TIE PLATES, KEELSONS, &c.

Garboard, double riveted to Bar Keel or Flat Plate Keel, with rivets 1 1/8 in. diameter, averaging 5 5/8 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, treble or double riveted; treble for length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 5/16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.

Butts from Bilge to Main Sheerstrake, worked carvel, treble or double riveted; treble for 1/2 length; with rivets 7/8 in. dia., averaging 3 1/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.

Butts of Inner Bottom Plating double riveted for 2 x 3 space length.

Butts of Centre Girder treble riveted.

Breadth of edge laps of Shell Plating in double riveting 5 1/4

Butts, if lapped, breadth of laps

Butt Straps of Shell Plating, breadth and thickness 16 3/4, 11 1/4 x 9 1/4 x 12, 11, 10, 9, 7

Butt Straps of Keelsons, Stringer and Tie Plates, treble or double, riveted Treble & Double

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin, Motherwell, Dalzell, Consett, Ballalide.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes

Do any rivets break into or through the seams or butts of plating? No, except a few in garb. butts.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes

MASTS, SPARS, &c.

	Material	Total length	DIAMETER AND THICKNESS				No. of Plates in round	ANGLES		RIVETING	
			At Partners	Heel	Hounds	Foremast Head		Number	Size	Seams	Butts
2 Pole masts with 2 yards on foremast	Fore	Steel	79' 3"	23 x 3/16	17 1/2 x 5/16	18 1/2 x 5/16	2			Single	Treble & Double
LOWER MASTS...	Main	80	73' 6"	21 x 3/16	16 x 5/16	17 1/2 x 5/16	2				80
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars	Wood										
Rigging, Material and Size, Shrouds	Steel Wire										
Sails	Two complete	Suit of									

Stays Steel Wire

Sails and the following spare sails

EQUIPMENT No. 16854. LETTER O. ANCHORS.

Number of Certificate	Description of Anchor	WEIGHT, EX STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. P'R RULE			Makers	Where and when tested and Superintendent	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.
32749 1st Bower		23	2	16	5	3	26	23	13	3	3	23	2	0	J. S. Jones & Co. Ltd.	7th Sept. 92. B. H. H. H.
32748 2nd "		23	1	22	6	0	4	23	10	0	0	23	2	0	"	"
32747 3rd "		20	0	2	5	1	20	20	17	0	21	20	0	0	"	"
4th "																"
Collective weight		67	0	12								67	0	0		
Stream		7	3	14	2	0	14	10	0	1	7	8	0	0	"	3rd Sept. 92. B. H. H. H.
32742 Kedge		4	0	20	1	0	11	6	12	2	0	4	0	0	"	7th do. B. H. H. H.
32741 2nd Kedge		1	3	25	0	2	14	4	10	0	0	2	0	0	"	B. H. H. H.

CHAIN CABLES.

Number of Certificate	Fathoms	Size	Test per Certificate Tons	Weight of Chain Cable	Fathoms & Size Per Rule	Description	Makers of Cables	Where and when tested, and Superintendent	Material	Fathoms	Size	FATHOMS & SIZE PER RULE			
												Fathoms	Size		
21594	135	1 3/8	61.2	0.0	171.3	0	270	Lead Link	Jones & Lloyd	12th Aug. 91. B. H. H. H.	Towline Hemp	90	10	90-10	
23282	135	1 3/8	43.8	0.0	162.3	18	1 3/8	Do	Do	12 do 92. B. H. H. H.	Hawser Lead Wire	120	2 3/4	120-2 3/4	
22506					340.2	18	336.0	0				Hemp	90	6	90-6
Iron Steam Chain or Steel Wire	75	1	27.4	18	38.3	25	75-1	Do	Do	4 do 92. B. H. H. H.	do	90	7		
Towline 4/5 steel wire					38.1	0									

Boats 2 Life Boats & 3 others & 9 steam launch to go on board in London.

Pumps, Number 2 Downston Pumps

The Windlass is Napier's Iron Patent

Engine Room Skylights. How constructed? Lead with bullseyes in cover, bolted to iron Comings.

What arrangements for deadlights in bad weather? Canvas Cover

Coal Bunker Openings. How constructed? Iron Comings

How are lids secured? Batten down

Height above deck? 18 ins

Number of Scuppers, and number and dimensions of Freeing Ports, &c. Not any; open rails.

Cargo Hatchways. How formed? Iron Comings

Hatches. If strong and efficient? Yes

State size No. 1 Hatch (Forward) 6' 6" x 7' 1"

No. 2 Hatch 7' 1/2' dia.

No. 3 Hatch 7' 1/2' dia.

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch Not any

Bulwarks, height above deck and description Open iron rails & stanchions

Main Rail, material and size 9' x 3 1/2"

The above is a correct description of the ship

Builder's Signature (Name only) J. M. Ferguson

Surveyor's Signature H. Paulsen

Surveyor to Lloyd's Register of British and Foreign Shipping.



Order for Special Survey No. 560  
Date 14th Feb. 1893  
Order for Ordinary Survey No.  
Date  
No. 118 in builder's yard.  
DAYS of Surveys held while building as per Section 18.  
1st. On the several parts of the frame, when in place, and before the plating was wrought  
2nd. On the plating during the process of riveting  
3rd. When the beams were in and fastened, and before the decks were laid  
4th. When the ship was complete, and before the plating was finally coated or cemented  
5th. After the ship was launched and equipped  
Built under Special Survey & surveyed:-  
1892: May 11. 18; June 2. 8. 15. 20. 24. 25. 29; July 2. 6. 9. 14. 19  
21. 28; Aug. 4. 9. 13. 23; Sept. 3. 9. 17. 20. 22. 26. 29;  
Oct. 6. 8. 11. 13. 17. 18. 20. 21. 24. 25. 31; Nov. 3. 4. 8. 10. 14. 17. 18. 19. 22. 25. 30  
Dec. 6. 13. 14. 22. 23. 27. Total No. of Visits  
1893: Jan. 13. 14. 19. 21. 31; Feb. 2. 21. 22. 24.  
State dates and initials of letters respecting this case  
1892: 2nd 19th Feb., 9th April, 18th 27th June  
15th 17th 20th 24th 25th Aug., 7th Oct.  
1893: -

General Remarks (State quality of workmanship, &c.)  
Material & Workmanship Good.  
This vessel is built in accordance with the approved drawing of Midship section forwarded to the Secretary on the 7th Feb. '93, and in conformity with the Rules.  
The approved drawings of Profile & Deckplan, Plan of Masts, \*Rept. on Electric Light installation & a ship forging Report are sent herewith.  
\* This Report has been returned to the makers for completion & will be sent as soon as received.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ft., R.Q.D. or Break ft., Bridge Dk. ft., F'castle ft.,  
n feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. is joined to the B.D., this should be distinctly stated

and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)  
Official No. ; Signal Letters

PARTICULARS OF WATER BALLAST—  
Double bottom, aft, length 67 ft. and water capacity in tons 65 . Double bottom, forward, length 86 ft. and water capacity in tons 162  
Double bottom, under engines and boilers, length and water capacity in tons . If under Engines only, or Boilers only, state which  
Double bottom, constructed on the cellular system, length and water capacity in tons .  
Fore peak tank, water capacity in tons . After peak tank, water capacity in tons 21  
Midship deep tank, length and water capacity in tons . Other tanks, if fitted, length and water capacity in tons  
The above have been tested as required by the Rules.  
(If necessary, furnish further information by sketch.)  
How are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint

DECKBOARD assigned by the Committee, as per Secretary's Letter, dated 11th Nov. 1892.  
In Summer 4 ft. 7 ins.  
In Winter 4 ft. 9 1/2 ins.  
For Winter in North Atlantic 5 ft. 1 ins.  
Fresh Water above the centre of disc 3 1/2 ins.  
To top of Wood, Iron or Steel Upper, Spar, Awning, or Part Awning Deck.

amount of Entry Fee £ 3 : 0 : 0 is received by me, Special... £ 47 : 15 : 0 14th March 1893.  
Certificate\* £ - : - : -  
Travelling Expenses, if any £ - : - : -  
In opinion this Vessel should be Classed 100 A1 Steel Spar Decked  
Certificate to be sent to Leith office.  
H. Paulsen  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned  
100 A1 Steel Spar Deck with freebh. & 4" 7  
Lmc 3, 93  
TUE. JUL. 20 1920  
100 A1 Steel Spar Deck & Web frames  
TUE. 27 OCT. 1919  
This Vessel appears to have been built in accordance with the Rules and the approved plan, and it is submitted that she is eligible to be classed 100 A1 (Steel) Spar Deck with freeboard.  
The summer part of the 4" 7" freeboard is shown to top of statutory deck line, and marked on the hull sides, to be marked on the Classification Certificate and entered in the Register Book, and further the remaining part of the 4" 7" freeboard is shown on the accompanying verification form to be entered in the Certificate of Classification.  
+ 100 A1 (Steel) Spar Deck with freeboard  
1 IR & Spar Deck & Web frames  
N. B. = 4" 7" D.E. 4" (max.)  
Lloyd's Register Foundation  
© 2019  
LTH 563-0021 (212)